

ATTN : Chief, Intelligence Information Staff, ORR
THRU : 25X1A9a
Chief, Industrial Division, ORR
Chief, Aircraft Branch, D/I

21 October 1963

Request for IPC Targets on Soviet Union
25X1A29

REF : [REDACTED]

Objective II d.

(C) AIRCRAFT INDUSTRY

Basic Requirements

Monthly production rate of each plant, past monthly rate and planned future rate until phase-out; development trends in major components of weapon delivery systems; and plans and schedules for production of improved or newly developed weapon delivery systems and components; documents, designs and specifications of aircraft and components; factory markings; changes in factory layout, floor space, or construction of large assembly buildings; changes in numbers of shifts or size of labor force; sources and amounts of incoming shipments and destination of products. The first eleven targets are considered to be the most important.

- | <u>NO.</u> | <u>TARGET</u> | <u>LOCATION</u> |
|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| 1. | Airframe Plants #1 and #18, GKAT | N 53-13 E 50-19
Kuybyshev |
| | BEAR aircraft have been produced at Plant 18 and BADGER aircraft are produced at Plant 1. The two plants are adjacent, share the same airfield (Kuybyshev/Besnyanka), and together constitute the largest single bomber production complex in the USSR. Only partial views of the complex have been possible. | |
| 2. | Airframe Plant #23, GKAT | N 55-45 E 37-30
Moscow/Fili |
| | This plant has produced BISON aircraft since 1955, but recent information suggests the production may be ceasing. In Mid-1958 a BOUNDER was observed at the plant. | |

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|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|
| 3. | Airframe Plant #22, GKAT | N 55-51, E 49-09
Kazan |
| | <p>This plant has a long history of production for the long Range Airforce and is one of the major airframe plants in the USSR. BADOER jet bomber production commenced in late 1953 but may be phasing out. The plant has ramps and taxiways connecting it with Kazan North Airfield. In May and again in October 1957, 10 large unidentified aircraft - at least BADOER size and possibly larger - were seen from a distance. In August 1958 2 aircraft larger than BADOER were observed at the plant.</p> | |
| 4. | Airframe Plant #39, GKAT | N 52-21, E 104-13
Irkutsk |
| | <p>A large transport recently was placed in production at this plant, believed to be at least the second largest aircraft factory in the USSR. The plant adjoins Irkutsk Northwest Airfield.</p> | |
| 5. | Aircraft Plant #166, GKAT | N 54-58, E 73-27
Omsk |
| | <p>CAMELS are now in production at this plant. Omsk East Airfield is used as the fly-off field.</p> | |
| 6. | Aircraft Plant #64, GKAT | N 51-38, E 39-15
Voronezh |
| | <p>A large transport, probably CAT is produced at this plant. A large new assembly type building was reported under construction in 1956, and, if completed, would add considerably to the plants production capacity.</p> | |
| 7. | Aircraft Engine Plant #154, GKAT | N 51-38, E 39-15
Voronezh |
| | <p>Has produced reciprocating engines in the past. Require information on current production.</p> | |

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8.	Airframe Plant #31, GKAT Production of FISHBED started recently at this large and vital fighter plant.	N 41-40, E 44-53 Tbilisi
9.	Airframe Plants #126 and #130, GKAT Believed to be producing fighters, possibly of more modern design than FARMER.	N 50-36, E 137-05 Komsomolsk
10.	Aircraft Engine Plant #24, GKAT Produces VD-1A jet engines and probably produces the turboprop engine powering the BEAR aircraft.	N 53-12, E 50-17 Kuybyshev
11.	Aircraft Engine Plant #16, GKAT Has been an important experimental and producing plant for jet engines and probably produces the BISON/BADGER engine.	N 55-51, 49-05 Kazan
12.	Airframe Plant #292, GKAT This plant has produced the YAK-25 (FLASHLIGHT) aircraft in recent years. It is possibly preparing to produce an improved all-weather fighter.	N 51-30, E 45-57 Saratov
13.	Airframe Plant #21, GKAT This is one of the most important fighter plants in the USSR and has produced the MIG-19 (FARMER) aircraft in recent years. It is possibly preparing to produce a new Mikoyan designed fighter. Gorkiy/Gornovo Airfield is the test airfield for this plant.	N 56-20, E 43-51 Gorkiy
14.	Airframe Plant #153, GKAT Believed to have produced FARMER, but now may be producing a more modern fighter.	N 55-04, E 82-59 Novosibirsk

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15.	Aircraft Engine Plant #26, GKAT Ufa Plants A and B are an important aircraft engine complex. Engines for the FARMER have been produced here.	N 54-47, E 56-07 Ufa
16.	Plant #116, GKAT Possible aircraft production at this plant.	N 44-09, E 133-16 Semenovka
17.	Airframe Plant # 84, GKAT Major transport aircraft plant.	N 41-19, E 69-20 Tashkent
18.	Airframe Plant #473, GKAT Has produced COLT and also prototypes of CAMP, CAT, and CLOD. Recently CLOD may have replaced COLT in series production.	N 50-27, E 30-40 Kiev
19.	Plant #30, GKAT Produces transport aircraft.	N 55-47, E 37-33 Moscow

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